

Congress of the United States
House of Representatives
Washington, DC 20515

June 28, 2017

The Honorable Robert Lighthizer
United States Trade Representative
701 17th Street, N.W.
Washington, D.C. 20006

The Honorable Wilbur Ross
Secretary of Commerce
U.S. Department of Commerce
1401 Constitution Avenue, N.W.
Washington, D.C. 20230

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

The Honorable Scott Pruitt
Administrator
United States Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Dear Ambassador Lighthizer, Secretary Ross, Secretary Chao and Administrator Pruitt:

We write to encourage you to facilitate increased U.S. exports by promoting the global acceptance of U.S. motor vehicle safety and emissions regulations. Our observance of how this issue has played out with respect to heavy duty truck standards, most recently with respect to the US / South Korea trade relationship suggests an opportunity to address this recurring situation, both specifically in South Korea, and more globally going forward.

As you know, automotive goods are America's leading export sector, accounting for over \$137 Billion, or 9%, of trade in 2015. Such exports are a vital source of middle-class jobs, supporting the employment of hundreds of thousands across the U.S. Yet efforts to grow exports of American cars and trucks, and the jobs they support, are stymied by a deliberately incompatible web of regulations developed by the European Union and (EU) and administered by the United Nations (UN).

American motor vehicles engineered to safety standards promulgated by the National Highway Transportation Safety Administration (NHTSA) and emissions rules propagated by the Environmental Protection Agency (EPA) are the safest and cleanest in the world. Yet cars and trucks meeting such standards can be exported to less than half of the countries around the world. These unfortunate circumstances are due, in no small part, to the EU's aggressive global promotion of its own emissions rules which are wielded as technical barriers to trade (TBTs).

Each year, the EU spends tens of millions of Euros (€) in the form of "technical assistance" to non-European regulators. The adoption and exclusive observance of EU regulations in the future is typically a condition for receiving such assistance. By contrast, the U.S. Government spent less than \$3 million over the last five years to promote the global acceptance of its regulatory standards. And never has a dollar been spent advocating for the exclusion of products engineered to EU norms.

The discriminatory behavior is repeated when the EU negotiates free-trade agreements (FTA) with foreign partners. As a condition of gaining preferential market access, the EU requires its trading partners to adopt and limit imports from third parties to only those products that are engineered to EU regulatory standards.

Recent manifestations of such mercantilist conduct can be observed in South Korea and Vietnam. Both markets were recently opened to American truck exports, manufactured in Ohio, by Navistar. Consumers in both markets responded positively to the offerings. And both markets are, or may soon be, closed to American truck imports because of regulatory adjustments made following the conclusion of FTA negotiations with the EU. The loss of such export opportunities is unacceptable.

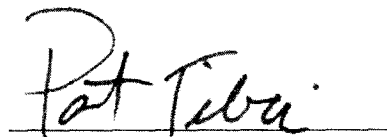
We encourage you to engage the EU directly on this issue specific to trucks. U.S. standards should be treated on a level playing field as EU standards and market access should not be blocked by aggressive EU actions. These are comparable standards that should be reflected within agreements with our trading partners.

Thank you for your leadership on this important matter. We look forward to continuing to work with you to promote automotive exports and grow manufacturing employment.

Sincerely,



Warren Davidson
Member of Congress



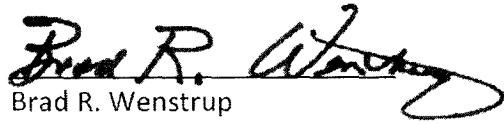
Patrick J. Tiberi
Member of Congress

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Bill Johnson
Member of Congress

A handwritten signature in black ink that reads "Bob Gibbs". The signature is written in a cursive style with a horizontal line underneath.

Bob Gibbs
Member of Congress

A handwritten signature in black ink that reads "Brad R. Wenstrup". The signature is written in a cursive style with a horizontal line underneath.

Brad R. Wenstrup
Member of Congress

